

To-day's
Advertisements.

HONGKONG RIFLE ASSOCIATION.

PEARSON CUP AND SPOONS.

TO-MORROW (SATURDAY), the 14th

instant, at 3 P.M.

RANGES—200, 500 and 600 yards.

MOWBRAY S. NORTHCOTE,

Hon. Sec.

Hongkong, 13th October, 1899. [135]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR MANILA.

Captain Williams, will be despatched as above

TO-MORROW, the 14th instant, at 10 A.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 13th October, 1899. [1284a]

THE Steamship.

"VENUS."

Captain D. Innes, will be despatched as above

on MONDAY, the 16th instant, at 4 P.M.

instead of as previously notified.

For Freight or Passage, apply to

BRANDAO & Co.,

Agents.

Hongkong, 13th October, 1899. [1284a]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KIUKIANG."

Captain Arnold, will be despatched as

above on MONDAY, the 16th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 13th October, 1899. [1302a]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND POCHOW.

THE Company's Steamship

"HAIYAN."

Captain Knoch, will be despatched for the

above Ports, on TUESDAY, the 17th instant,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LAUREN & Co.,

General Managers.

Hongkong, 13th October, 1899. [1300a]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"BAYERN."

Captain E. Prehn, due here with the outward

German Mail about the 18th instant, will leave

for the above place about 24 hours after

arrival.

For further Particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, 13th October, 1899. [1295a]

NORDEUTSCHER LLOYD.

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Hongkong, 13th October, 1899. [1295a]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship

"ARRATON APCAR."

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their Goods

will be delivered from alongside.

Cargo impeding the discharge will be landed

at once.

Cargo remaining on board after the 16th

instant, at 4 P.M., will be landed at

Consignees' risk and expense into the Godowns

of the Hongkong and Kowloon Wharfed Godown

Co., Limited, at Wharfside.

Consignees of Cargo from SINGAPORE and

PENANG are requested to take IMMEDIATE

Intimation.

A. S. WATSON & Co.,

LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

/ ST. ESTEVE, Red Capsule. \$ 6.96

C ST. JULIEN, Red Capsule. 9.00

D LA ROSA, Red Capsule. 12.96

CHATEAU HAUT BRION LAR.

RIVET. 18.60

CHATEAU MOETAN D'ARMAH.

HACQ. 21.00

CHATEAU PONTET CANET. 25.00

CHATEAU LA TOUR CARNET. 30.00

CHATEAU RAUZY. 42.00

CHATEAU LAUTITE. 48.00

These CLARETS are bought direct

from the leading French growers.

The lowest priced are of exceptional

value and guaranteed to be the

genuine product of the juice of the

grape and are not artificially made

as is generally the case with cheap

Wines.

CHATEAU LA TOUR CARNET. CHA-

TEAU RAUZY and CHATEAU LAUTITE

are commended to the notice of Con-

noisseurs as high-class after-dinner

Wines of a rich and rare character.

Sample bottles and smaller quanti-

ties will be supplied at proportionate

wholesale rates.

We guarantee our Wines and Spirits

to be genuine only when bought

direct from us in the Colony or from

our authorised Agents at the Coast

Ports.

A. S. WATSON & Co., Limited.

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 13, 1899.

NOTES AND COMMENTS.

KRUGER'S ULTIMATUM.

President Kruger's ultimatum to Great

Britain, the substance of which is given in

the Reuter's telegram which we publish to-

day, cannot, we think, be regarded otherwise

than as a piece of unmitigated impudence.

It is not even an attempt to smooth matters

over in the slightest degree but is an order

given by a dependent state to its sovereign

power dictating terms equivalent to sur-

render. Had British troops been pushed

forward into Transvaal territory, then there

would have been some justification for Mr.

KRUGER, but, as matters stand, he is at-

tempting to unlawfully interfere with the

internal affairs of another state, which, we

may remark, is the very accusation which

he makes against Great Britain; it is

not for Mr. KRUGER nor for anyone else to

dictate to us as to the distribution of our own

troops within our own territories; it would

be just as sensible to object to your neighbour

walking in his own back yard, and we certainly

agree with Lord James of Hereford in his

opinion that the Boer ultimatum renders

war certain. Not only this, but the ultimatum

must remove from us once and for all the

stigma of having commenced the war, for we

do not think that even the most rabid member

of the Peace-at-any-price Party could do aught

but admit that the Boer ultimatum was one

with which Great Britain could not possibly

comply.

GREAT BRITAIN'S REPLY.

The reply to the Transvaal's ultimatum is

what it should be, short and to the point,

expressing regret that President KRUGER

should address such a communication to

Great Britain and refusing to discuss the

matter further. This, as will be seen by the

last clause of the ultimatum, will be regarded

by the Boers as a formal declaration of war,

and, for all we know to the contrary, hosti-

lities may have already commenced. We do

not fancy that they will have been opened

by the British, for it is but natural to

suppose that the decision of the Cabinet

Council, to be held to-day, would be awaited

before any aggressive steps were taken, but

our Indian contingent may have been moved

up towards the Natal frontier and this would

doubtless cause the Boers to attack, or at

no Power for our defence and we have a worldwide empire which we are ever extending. Our power has already been shown during the last war, when a foreign warship was detained at Singapore for several weeks for want of coal, every available pound of that very essential article having been bought up, and the Power to which the vessel belonged not having coaling stations at which she could call to replenish her bunkers. It is our coaling stations that constitute the chief defence of our overseas empire and this other power we recognise. We can strike a blow at any point at which action may be needed without having recourse to the help of other Powers and we are therefore regarded as a danger to the rest of the world. The opinion is held by many that the Transvaal war will only be the overture to a war on a much larger scale, and although we do not think this to be probable, yet it cannot be denied that it is possible. If, as some folks suppose, the Transvaal has been egged on to force a war upon us in order that we may be engaged in two struggles at once, then we shall not have long to wait for the unveiling of our foe.

REUTER'S TELEGRAMS.

THE TRANSVAAL CRISIS.

FULL PARTICULARS OF THE

BOER ULTIMATUM.

LONDON, October 10th.

LATER.

The Transvaal ultimatum in a lengthy

preamble accuses Great Britain of unlawful in-

tervention in the internal affairs of the Republic.

It demands, firstly, That all points of difference

between the two countries be submitted to

arbitration or settled in some other amicable

way to be mutually agreed upon. Secondly,

That the British troops now on the borders be

instantly withdrawn. Thirdly, That all re-

inforcements landed at the Cape after 1st June

last be withdrawn within a reasonable time to

be mutually agreed upon, assurances being

given by both sides that no attack will be made

whilst negotiations are proceeding. Upon

receiving such assurances the Transvaal will

withdraw the armed burghers from the frontier,

and fourthly, That the British troops now on

their way, shall not be landed at any port in

South Africa. A reply was requested on the

afternoon of the 11th instant. If the reply

proved unsatisfactory the Transvaal would

regard it as a formal declaration of war, and

any further movements of troops nearer the Trans-

vaal frontier in the meanwhile would be equally

regarded as a declaration of war.

Lord James of Hereford speaking at Aber-

deen said, that diplomacy was now exhausted

and that the Boer ultimatum rendered war

certain.

A Cabinet Council will be held on Friday.

THE "AMERICA" CUP.

The fourth attempt to sail the first race for

the America Cup was again without result

owing to a fog.

THE TRANSVAAL CRISIS.

LONDON, October 11th.

The British reply to the Transvaal's ultimatum

is understood to be short and dignified, with

simply a brief expression of regret that Presi-

dent Kruger has taken such a serious step of

addressing such a communication to Great

Britain, who has now no further communication

to make.

Sir Alfred Milner has issued a proclamation

that all persons abetting the enemy will be

guilty of high treason.

The second brigade of the first division of

the Army Corps will be commanded by Major

General Hildyard and will embark on the 20th

instant.

WEATHER REPORT.

The Observatory report says:—

On the 13th at 11.55 a.m. barometric changes

are unimportant. High pressure still extends

over S. China and the Pacific towards Japan.

Gradients moderate on the coast, rather steep

with strong monsoon in the N. part of the China

Sea. FORECAST:—Fresh N.E. winds; fine.

LOCAL AND GENERAL.

On the 12th September the Tivoli Theatre at

Sydney was destroyed by fire.

Lieut. Greene's side beat Pinckney's by 2

goals to nil in the six-a-side game yesterday.

The Canadian Pacific Company are making

arrangements for an Australian service via

Hongkong.

The following telegram has been received by

the General Agent from the Shanghai Sumatra

Tobacco Co's Estate Manager:—"Crop for

1899, 5,800 piculs. Colours light; quality and

lengths good."

The latest step towards progress at Peking seems to be the proposition to float a Gas company there. May it be attended with success and diffuse lights into the darkness of that gloomy centre.

In consequence of the death of Mr. F. Sander, late of the firm of Messrs. Sander, Wieler & Co., which occurred at Hamburg on Wednesday, the flags of several of the German houses were half-masted yesterday.

The Hon. Treasurer of the Alied Memorial and Nethercole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

Lau Tak Hang \$10

Mr. Gompertz, at the Magistracy this morning,

sentenced Henry Fleury, a private in the Royal

Welsh Fusiliers, to six months' imprisonment

with hard labour, for embezzling \$249.64 from

the Soldiers' and Sailors' Institute.

A GOVERNMENT notification published yester-

day is to the effect that information has been

received from the Government of the Straits

Settlements that the prohibition against

Chinese coolie immigration from Hongkong

into Singapore has been withdrawn.

THE Victoria Regatta, which is to be held under the joint auspices of the Victoria Recreation Club and Hongkong Boat Club, is fixed for 19th and 20th November.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel to-morrow (Saturday) evening from 8 p.m. to 9.30 p.m.:

PROGRAMME.
1. March. "The Dragon." Harris.
2. Valse. "Lorraine." Squire.
3. Selection. "Rigolotto." Verdi.
4. Lancers. "Shadows of the Clouds." S. Ardel.
5. Polka. "Odeonburg." Peter.
6. Polka. "Bonjour." Andrew.
*First save the Queen.

A VERNACULAR paper says that the foreign Consuls at Newchwang have conferred with the Taotai on steps to check the spread of the plague and have formulated twelve regulations for his sanction. The Taotai declined to put them in operation as that would entail an expenditure of Tls. 100,000 a year; but on strong representations from the Consuls he has referred the matter to the high officials whilst the Consuls have moved the Diplomatic Body at Peking to obtain the sanction of the Tsungli Yamen.

THE cricket match on Saturday will be: Over 27. Under 27. commencing at 11.30 a.m. The following are the teams:—

Over 27.—A. McKenzie, A. G. Ward, G. Grimble, Capt. Wymouth, Major Giffin, F. T. Johnson, Dr. J. H. Swan, H. Rotherham, F. B. Deacon, D. Wood, G. D. Campbell, Gill, R.N.

Under 27.—J. A. Ross, K. G. Thomson, H. C. Hancock, A. R. Izat, J. E. Lee, H. A. Lewis, J. Grant Smith, Lieut. Strong, R.M.L.I., R. J. Gerrard, R. W. Castle, A. C. R. Greene, M. L. Wilkinson.

CAPT. Owen Thomas is, we hear, appointed to the command of the American Government steamer *Lee Ping* (late employed in the West River trade) and will sail for Manila in a day or two. The *Kong Pak*, another river steamer, has also been bought by the American Government and will leave, under command of Capt. Casey, in company with the *Lee Ping* bound for Manila. The American Government seem to be getting together quite a formidable fleet of light-draft steamers and lighters which should prove most useful in expediting the loading and discharge of vessels at Manila.

A CHINESE contractor's coolie was fine \$5 yesterday at the Magistracy, at the instance of Mr. Bryan, for the throwing of night soil down a drain at Bellios Terrace. Mr. Bryan caught him at the trick. It would be well if other residents would keep a watch on the coolies, for it is certain that there are more instances than the one now recorded. The coolie whose duty it is to clear Bellios Terrace houses, we believe, has to do his work between the hours of 9 in the evening and 7 o'clock the following morning. It is said that he usually finishes his work about 12 o'clock. Now, is it possible for him to remove the soil from the number of houses on that terrace and deposit it at the Prawn in three hours? The residents should look into the matter.

AN amusing story about the Kaiser comes to the *Christian World* from Berlin. It is well known that his Majesty during his annual trip on board the *Hohenzollern* to the Norwegian fjords is in the habit of conducting divine service every Sunday morning. He usually reads a short liturgy and follows the prayers with a sermon, not of his own composition, but from

ponies, (i.e., 1st or 2nd), in steepchases and hurdle races during this season's Gymkhana and at last Hongkong races, and off-day, and Penalties, 1 win, 7 lbs. 2 wins, 10 lbs. 3 wins, 12 lbs. Entrance fee, \$2. 1st prize, a Cup from Gymkhana Fund, and prize, \$25 from Gymkhana Fund.

Capt. Warren's Snuffbox, 11st. 10lb. Mr. F. J. Walwyn's Queensberry, 11st. 5lb. Mr. E. J. Walwyn's Landseer, 11st. 12lb. Mr. T. H. Whitehead's Traveller, 11st. 12lb. Mr. E. T. Shewell's Buckingham, 11st. 10lb. Mr. G. H. Potts' Impression, 11st. 10lb. Mr. R. D. Anderson's Maharajah (late Ariet), 11st. 10lb.

Mr. G. H. Potts' Minstrel, 11st. 10lb. **BEAUTY AND THE BEAST RACE.**—For China Ponies.—For Ladies and Gentlemen to be entered in pairs. To start from 7 mile post together. Pairs must pass winning post together to qualify for a win. In the event of more than six couples entering, a third prize will be given. A prize will be awarded to best descriptive name for this race to be sent in with entries. First and second prizes from Gymkhana Fund.

Miss B. Jackson and Mr. W. J. Gresson. Mrs. Simmonds and Captain Goughgan. Miss Phyllis Powell and Major Sir H. MacMahon.

Mrs. Griffin and Mr. R. B. Johnson. Miss Jackson and Mr. F. J. Walwyn. Mrs. Morris and Mr. R. D. Anderson.

THREE FURLONG RACE.—For all China ponies.—Catch weights over 11 stone. Entrance fee, \$1. 1st and 2nd prizes for Gymkhana Fund.

Hon. J. J. Keswick's Pilgrim, 13st. 11lb. Captain Goughgan's Sayah, 12st. 12lb. Captain Warren's Snuffbox, 13st. 12lb.

Captain Warren's Snuffbox, 13st. 12lb. Mr. E. M. Gray's Tube Rose, 13st. 12lb. Mr. F. J. Walwyn's Queensberry, 13st. 12lb.

Mr. Jas. M. Forbes' Simple Simon, 13st. 10lb. Major C. M. Dobell's Casual, 13st. 10lb. Mr. W. A. Cruickshank's Alphabet, 13st. 10lb.

Mr. G. H. Potts' Calmorgon, 13st. 10lb. Mr. G. H. Potts' Impression, 13st. 10lb. Mr. R. D. Anderson's Sea Fog, 13st. 10lb.

DISTANCE HANDICAP.—Once round for all equine and asinine animals. Catch weights. No whips or spurs allowed. Entrance fee, \$2. 1st and 2nd prizes from Gymkhana Fund.

Mr. H. Burton's Sydney, 10st. 12lb. 40 yards. Captain Warren's Snuffbox, 11st. 12lb. 40 yards.

Mr. J. A. Higgin's St. David, 11st. 12lb. 40 yards. Mr. R. M. Gray's Tube Rose, 11st. 12lb. 40 yards.

Captain Warren's Snuffbox, 11st. 12lb. 40 yards. Mr. G. H. Potts' Minstrel, 11st. 12lb. 40 yards.

Captain Warren's Snuffbox, 11st. 12lb. 40 yards. Mr. R. D. Anderson's Sea Fog, 11st. 12lb. 40 yards.

Mr. G. H. Potts' Impression, 11st. 12lb. 40 yards. Captain Goughgan's Tarbacker, 11st. 12lb. 40 yards.

Mr. W. Loring's Olo Pony, 11st. 12lb. 40 yards. Mr. R. B. Johnson's Algy, 11st. 12lb. 40 yards.

Mr. P. A. Cox's Goliath, 11st. 12lb. 40 yards. Major C. M. Dobell's Koko, 11st. 12lb. 40 yards.

Mr. F. J. Walwyn's Tatcho, 11st. 12lb. 40 yards. Mr. R. D. Anderson's Two of a kind, 11st. 12lb. 40 yards.

MUD-FLAT NORTH. (FROM OUR OWN CORRESPONDENT.)

TIENSTIN, October 3rd. The expected things that were to have happened in Peking have not as yet transpired, and for the moment the most vital question in court circles is, will it rain? Rain is badly needed, as we have had far less than the proper amount this year, and the autumn crops are failing, and the Grand Canal has nearly run dry. The various Members of the Imperial Family have taken it in turns to pray at the various temples in the Capital for rain to fall, but the clouds are of blue keep on, though last Friday we had a regular, typical duststorm which should have been followed by showers. As a last resource the Governor of the Imperial Prefecture, Peking, has now been despatched to Hantan district in the South of Chihli to bring the famous iron tablet kept in the King Dong Temple there to Peking; when the customary prayers have failed this is the final step taken to induce the rain gods to unbend. What special virtue attaches to the iron tablet I could not tell you, but I believe it is very ancient. It is as you probably know the grave responsibility that the Imperial ruler feels, to pray for his people, and the absence of rain is weighing heavily just now in the Palace.

The faction opposed to Prince Ching and his proteges Liu and Ching have been impeaching these gentlemen, who are consequently lingering in Shanghai very loath to face the music in the Capital. Their absence however is damaging the Empress Dowager's policy as it apparently gives colour to the charge being brought, and she has consequently sent a secret edict for them to return without delay. Nothing more has transpired in regard to the Chinese-Japanese alliance, but there is no reason to suppose that it has entirely failed.

The Japanese marine commission sent north by the Nippon Yusen Kaisha to ascertain what justification there is for an extended merchant service between here and Japan, have been staying here some time at the Astor House, ten in number, but what their investigations have resulted in I do not yet know.

Four Japanese who were regarded as spies, were arrested a few days ago by Russian officials in Kichow, which place is completely under Russian domination. (This is the Kichow at the mouth of the Pechili gulf, not the one near Port Arthur.) The Chinese authorities who remain nominally in control of the place appeared to the Russian officials and volunteered to be responsible for the Japanese that they were not spies, and begged their release and that the Russians would not make trouble out of such a trifle. After some time the men were accordingly released. But they were undoubtedly spies. The Chinese here regard their release at the instance of the Chinese as a proof of the good understanding between China and Japan.

General Yui, whose troops are taken as the pattern for all the foreign forces, has just dismissed all the foreign instructors. Why, is not yet known. One of his best men belongs to the Customs, and will be reinstated here I believe. It is quite possible that they have been dismissed to make room for the Japanese, though nothing to that effect is yet stated.

The Grand Council has been instructed by the Empress Dowager to burn the list of reformers, as a guarantee that no further action will be taken against them. A report reached me the other day that Kang Yu-Wei is in Peking dressed in foreign clothes, and with his hair cut short. But this is not at all likely, as Kang does not speak English, and would therefore be a farce his attempting any such disguise.

The French line about to be constructed between Lingchow and Nanning in Kwangsi Province, is to be built with Russian Capital, the money being advanced by the Russo-Chinese Bank. The estimates have been reduced by a million taels, and now stand at 1,200,000 taels. I believe, of which Ts. 600,000 will be paid now to start the work, and the rest kept available in the Russo-Chinese Bank. This makes virtually a Russian railway in Kwangsi Province, which is worthy of note.

THE HONGKONG TELEGRAPH, FRIDAY, OCTOBER 13, 1899.

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THE HONGKONG TELEGRAPH

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*KINSHU MARU.....	AMERICA, B.C. and SEATTLE.	THURSDAY, 19th October, at 4 P.M.
TAMBA MARU.....	AMERICA, B.C. and SEATTLE.	SATURDAY, 21st October, at Noon.
KASUGA MARU.....	AMERICA, B.C. and SEATTLE.	SATURDAY, 21st October, at 4 P.M.
HAKUAI MARU.....	AMERICA, B.C. and SEATTLE.	THURSDAY, 26th October, at Noon.
YAWATA MARU.....	AMERICA, B.C. and SEATTLE.	FRIDAY, 27th October, at 4 P.M.
KAWACHI MARU.....	AMERICA, B.C. and SEATTLE.	FRIDAY, 31st November, at Noon.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 12th October, 1899.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:
THE VICTORIA DISPENSARY,
HONGKONG.

1247a]

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,

&c. &c. &c.

Coast Port Orders Executed.

ACHEE & Co.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

1239a]

SOCIETE ANONYME DE TRAVAUX DYLE ET BACALAN
Capital: £ 300,000
Head Office: 15, Avenue Matignon, Paris

WORKS IN EUROPE:
at Bordeaux (BACALAN), France
at Louvain (DYLE), Belgium

Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon, Wheels, and Axles combined. Permanent Bridges for Railways. Permanent and portable (demonstrable) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Dredgers.

CONTRACTORS FOR
Constructing and Working
Railways and Tramways

M. Oppenheimer & Co., Paris.

TEETHING BABIES

need lime for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are, thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

THE POPULAR DINING ROOMS.

18, PRAYA CENTRAL.

(Near Hongkong Hotel).

NOW OPEN: Good Home Cooking and Meals at all hours.
Hongkong, 9th October, 1899.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS
FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA—
WATKINS & CO.,
APOTHECARIES' HALL, 66, QUEEN'S ROAD,
CENTRAL, HONGKONG.

NOTICE.

NIGHT SCHOOL for EUROPEANS, by an
EX-SCHOOLMASTER.
Terms moderate, for Particulars apply
c/o This Office.

Hongkong, 18th August, 1899.

1048a]

F. CAZANOVE,

BO D'AU.

GOLD MEDALS

Bordeaux, 1892. Paris, 1889.

LIQUOR OF THE REVEREND FATHER A. KERMANN.

This LIQUOR is employed with
success to remove the FORCES
OF THE STOMACH and FACILITATE
THE DIGESTION.

TONIC WINE
Of the Rev. Father A. KERMANN
MONASTERY OF DR. GOLE,
CREME DE MANDARINE.

ATLANTIC ANISETTE SUPREME.
Apply to
LAENDLER & Co., Paris.

For Sale.

FOR SALE.

HOTEL BUSINESS in NORTHERN PORT.
Long Lease at very Low Rental. Good
Paying concern. Owner obliged to return to
England through ill health.
For further Particulars, apply in First Instance,
by Letter to

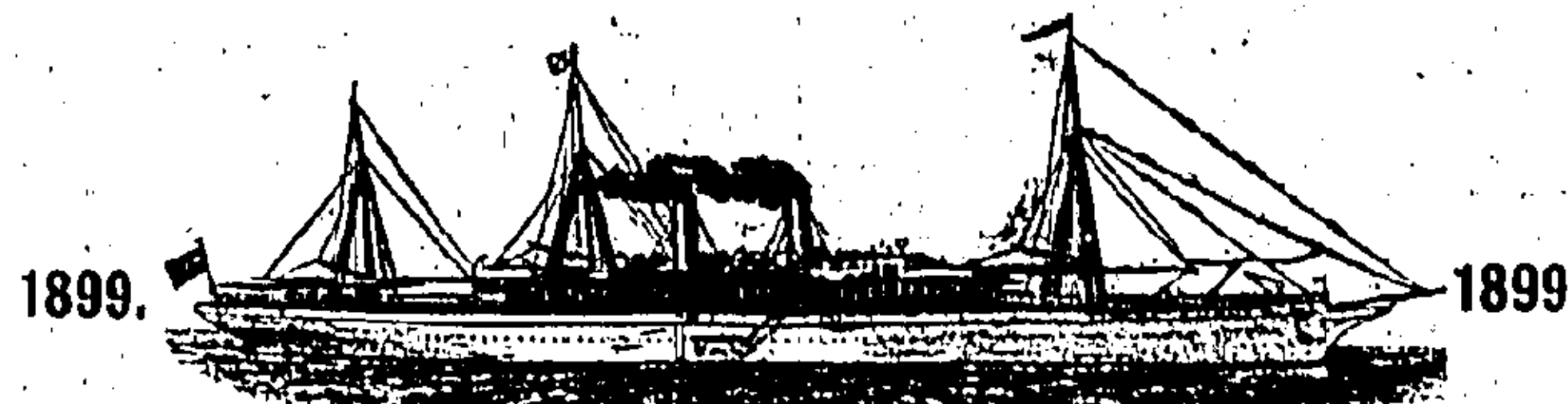
G.W.W.
Office of this Paper.

Hongkong, 14th September, 1899.

1048a]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.

THE Steamship
"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 8th September, 1899.

SAILING VESSEL.

FOR PHILADELPHIA AND NEW YORK.

THE 3/4 A.L. American Ship
"ST. MARK"

Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & CO.
Hongkong, 20th September, 1899.

CAROLINEUM AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ant, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LUTGENS, EINSTAMN & Co.
Hongkong, 11th September, 1899.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship
"COROMANDEL,"

Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., TO-MORROW, the 14th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 13th October, 1899.

NORDDEUTSCHER LLOYD.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Bayern..... Wednesday | 8th Nov.
König Albert..... Wednesday | 13th Dec.
Prinz Heinrich..... Wednesday | 27th Dec.

Preussen..... Wednesday | 10th Jan.
Kaiser Wilhelm..... Wednesday | 24th Jan.
Sachsen..... Wednesday | 7th Feb.

Oldenburg..... Wednesday | 21st Feb.
Bayern..... Wednesday | 7th March.
Schleswig..... Wednesday | 21st March.

König Albert..... Wednesday | 4th April.
Weimar..... Wednesday | 18th April.
Prinz Heinrich..... Wednesday | 2nd May.

Preussen..... Wednesday | 16th May.
Hamburg..... Wednesday | 30th May.

ON WEDNESDAY, the 8th day of Nov., 1899, at 9 A.M., the Company's Steamship "HAYERN" Captain E. Prehn, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 6th November. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 7th November, and Parcels will be received at the Office until NOON on TUESDAY, the 7th November. Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs. and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 13th October, 1899.

Hongkong, 13th October, 1899.

Mails.

NORDDEUTSCHER LLOYD.

LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINE.

LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SAVOIA.....	HAVRE and HAMBURG.	14th October. Freight and Passage.
*Jäger.....	(LONDON with transshipment in HAMBURG)	About 15th October. Freight and Passage.
*HEIDELBERG.....	HAVRE and HAMBURG.	About 15th November. Freight and Passage.
Schüler.....	(LONDON with transshipment in HAMBURG)	About 15th November. Freight and Passage.
ANDALUSIA.....	HAVRE and HAMBURG.	About 15th November. Freight and Passage.
Schönfeldt.....	(LONDON with transshipment in HAMBURG)	About 15th November. Freight and Passage.
*SIBIRIA.....	HAVRE and HAMBURG.	About 20th November. Freight and Passage.
Hildebrandt.....	(LONDON with transshipment in HAMBURG)	About 20th November. Freight and Passage.
BAMBERG.....	HAVRE and HAMBURG.	About 20th November. Freight and Passage.
Mayer.....	(LONDON with transshipment in HAMBURG)	About 20th November. Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

981] CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Thyra..... 1,346 about Oct. 20
Carmarthenshire..... 2,939 about Nov. 15
Carlisle City..... 1,3002 about Dec. 15

THE Steamship
"THYRA,"

will be despatched for SAN DIEGO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about FRIDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 7th October, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Onsang (via Naga-
saki, Kobe & Yokohama)..... Wednesday, 25th Oct., at Noon.

*Algon (via Moji, Kobe,
Yokohama & Honolulu)..... Tuesday, 21st Nov., at Noon.

China (via Shanghai,
Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 16th Dec., at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ONSANG,"
will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 5th October, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

City of Dublin..... 1,338 J. R. Rae..... Oct. 14.
Brenanshire..... 1,357 R. Peebles..... Oct. 28.
Queen Adelaide..... 2,832 F. McNair..... Nov. 18.
Saint Irene..... 1,377 W. Atres..... Dec. 9.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Aberglide..... 1,377 J. Murray..... Nov. 11.
Monmouthshire..... 2,874 W. Evans..... Dec. 23.
Aberglide..... 1,377 J. Murray..... Jan. 27.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON, £47.

Excellent accommodation. First-class Tables. Doctor and STEWARDESSE carried.

HONGKONG TO NEW YORK, £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, £48.
Rates of Passage to other points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

NEWS FROM THE NORTH.

(From Shanghai Papers.)

Tramways for Shanghai.

A matter which has been much under discussion of late in Shanghai is the proposed tramways, and the *China Gazette* commenting on the tender, says:

We are very glad that the local authorities have lost no time in laying before the public particulars regarding the Tramway tenders, which we asked for in our issue of Thursday last. The public are now in a position to judge of the respective merits of the several tenders, and more particularly of that sent in by the Shanghai Tramway Syndicate, Limited, of 63-64, New Broad Street, London, and Messieurs P. & D. Durand, Tramway Constructors, of No. 9, Rue, President Carnot, Lyons, and 38, Rue de la Chaux-de-Fonds, Paris. This is the tender which the Municipal Council has evidently considered is the one that has most to commend it, and indeed they are both quite enthusiastic over the generosity of its terms. But after a very careful perusal of its wording we entirely fail to see what great good Shanghai would gain by accepting it, and our advice is, if much more alluring inducements are not forthcoming than the last invitation for Tramway tenders brought forth, the Ratepayers of both Settlements would be far wiser to let things go as they are, and decline to accept any Tramway tenders at all. With the names of the directors of this combination we have no fault to find; they are all highly ornamental and honourable names, to which the letters of the alphabet are added as embellishment. Only one name has any connection with Shanghai. Indeed the Syndicate's front page might well delight the heart of any company, foreign or native, and might even bring tears of joy from Hongkong, but without any strong suspicions that this attractiveness is not so much for the delectation of the people of Shanghai as for the attraction of investors in England and France, who are to be asked to come into the company if Shanghai grants the franchise asked for. We note with regret that no information is given as to the capital of the Syndicate, though doubtless the names of the directors are a sufficient guarantee that all the money asked for will be forthcoming—from the public stock of the company, or from the private pockets of the directors. It is, however, satisfactory to note that all the conditions inserted in the invitation for tenders have been accepted, but on reference to the copy of the "Pamphlet of Conditions" issued by the Municipal Council for these Settlements, that clause 38 which reads "Concessionaires will be required to accept the jurisdiction of H.M.'s Supreme Court for China and Japan in the Foreign Settlements, and the French Consular Court in the French Concessions," has been altered in red ink, and the words "Without prejudice to the jurisdiction of the Municipal Council" have been inserted. There may not be much in this at the moment, but hereafter in the not unlikely event of disputes with the Syndicate, it might prove a very awkward point for the Municipality. We note by home papers that most of the municipalities which give concessions to tramway companies spend a large portion of their energies upon the thankless task of keeping the concessionaires up to the mark in the matter of road repairs etc., and to have no tribunal defined in an archaic and loosely-jointed place like Shanghai might prove a terrible thorn in the side of the Ratepayers for years to come. But what is in our humble opinion fatal to all chance of any of the tenders being accepted is the utterly ridiculous sum offered for the extensive and valuable franchise asked for. The highest bid in this respect is Mexican \$50,000 a year, divided between the General Foreign and the French Municipalities and the Chinese authorities. This we suppose would be divided in the proportion of three-fifths to this side and two-fifths to the French and Chinese. So that for \$30,000 a year, we on this side would surrender our roads to the tenderer, who would be superior to any local court and would simply do as it liked without any change of being pulled up as long as it kept within the strict letter of the law laid down in the franchise. Amongst other things Tramways were first spoken of as a means to clear our streets of some of the congested traffic, by reducing the present excessive number of vehicles. Reduction of the number of vehicles now means a loss of revenue when every vehicle is heavily taxed. But \$30,000 a year would go only a very little way towards compensating the Municipality for the heavy loss of revenue from jinrickshas, wheelbarrows and carriage licenses that it would entail if it were a success. Its success, however, is not so certain, as people at a distance imagine, for the wheelbarrow carries their hundreds of thousands of mill workers at present at the marvellously low rate of three-tenths of a cent per mile. No electric tramway could hope to compete with this primitive means of locomotion, which is so admirably suited to people with whom time is no object and discomfort no drawback. But most serious of all to our minds is the fact that none of the tenders seem to consider the phenomenal narrowness of the densely crowded streets which their tramcars would be called upon to traverse. We are strongly in favour of tramways theoretically, but when it comes to laying them down in such narrow, twisting, crowded streets as the Nanking Road, Kikiang Road, Hankow, or other streets of the Bund, Broadway, (sadly misleading title), as the Old Dock, Seward Road, Kiangse, Chekiang Road and the tortuous congested street leading from the West Gate, our courage fails us, and we are afraid it will prove a physical impossibility to run electric tramways without terrible results to life and limb. In this case it would eventually fall upon the Municipalities to bear the cost of purchasing the land in the narrowest streets, so that the Tramways could run in safety. If the Ratepayers consider for a moment what this will mean eventually they will think twice before granting any franchise, unless the Concessionaires are prepared to buy their way through the narrower and more crowded streets.

New Blood Wanted.

The Literary and Debating Society's annual meeting on Tuesday passed off very satisfactorily, says "Daybreak" in *Sport and Gossip*, and with a good working Committee it looks as if it is safe for at least another season. Somehow or other the danger of dissolution constantly hangs over the Society, and it is only when the work of the season comes to be related that it is seen that it has done a good deal to lighten the tedium of our winter evenings. The real difficulty, of course, is to get new blood into the active ranks. Financially the Society is prosperous, and with a membership of 160, it is not likely to be contemplated, but as one gentleman remarked, when we attend the meetings of the Society we find the same speakers time after time. The difficulty is to get the members to debate. No doubt there is a lot in what was said as to young men being bashful in addressing a meeting which is public, but if the Society rushes to the other extreme and shrinks from all publicity it will soon find public interest and support decline. In Mr. Donovan the Society has a hard-working and enthusiastic Hon. Secretary. It is practically on that point that the brunt of the work falls, and the way in which he carried out his duties fully warranted the vote of thanks he received.

"Bunky's" big jump.

"Daybreak" says—I have heard of several wonderful jumps made by China ponies, but in the eccentric line nothing to equal that of the 13th inst. Bunky. The tipuan of the very kindly asked me to call and see the result of Bunky's midnight performance. His stall is of the ordinary size used for ponies, and in front of it there were the two wooden bars, the top one measuring 2 ft. 2 in. from the ground. These he cleared as he has done before. In front of the stalls is the usual pathway measuring in width 6 ft., and this is bounded by a brick wall. At the end of this pathway is a window 2 ft. 8 in. which is 3 ft. 9 in. from the ground. The window was closed, but on the pathway can be plainly seen the marks where Bunky took off, and on the ground outside the stable is the window and frame which he carried with him in his marvellous jump. Strange to say the pony has escaped unhurt. The why and the wherefore of this performance is worthy of study. "Lock the stable door before the steed is stolen" is the old proverb, but such advice is of little use in Bunky's case.

Sport in Shanghai.

(From Sport and Gossip of 8th inst.)

SHOOTING.

A COMPANY'S RIFLE MEETING.

Yesterday morning the annual rifle meeting of "A" Company, S.V.C., began at the Range under the most satisfactory conditions as regards weather. The competition for the Monthly Cup was decided at 200 and 500 yards. Private W. Brand winning with the capital total of 65, out of a possible 70, made up of 31 and 32. Three ranges of the Mth-ho-long Challenge Cup were fired, and this and other competitions will be decided to-day. There are some thirty entrants to the meeting.

ROWING NOTES.

There is only a fortnight more before the Regatta, and the crews are settling down into proper training. There being only two light eights, crews can only get out on alternate days and, therefore, get more work in with the four's.

The Irish have been doing most work this week, but have all got the same old faults, i.e. backs are crooked and the slides and legs are not made use of.

The Scotch got in the medium boats yesterday, and were not at all happy. They have been going very well in the medium eights, so ought to pick up the swing very quickly.

The Germans and English are both improving a little, especially the former. In the English Eight, more care should be taken over the swing forward; this applies most to bow, 2, 3 and 4. The International Fours have not been doing very much, the Germans and English being the only crews to put in an appearance.

Both are going very well. Bow in the English four looks as if he was very uncomfortable and must take care of his finish.

Of the Hong Fours, Taikoo and Wayfoong have been out and the newcomers, the American Trading Co., and the Chartered Bank. I have not seen anything of the griffins. They should have started to get their men together before this. The race between the Club and the Committee is to come off, and Byrne has been elected stroke of the Committee boat; the Club boat is not made up yet.

ON THE SPOT.

SHANGHAI CRICKET CLUB.

SINGLE V. MARRIED.

Time did not permit of the match on the S.C.C. ground between the Single and Married being brought to a definite conclusion, and, like most matrimonial differences, the result had to be called a draw. The Bachelors made for, and their opponents, when stumps were drawn, had three wickets to fall and were 18 runs behind. There was therefore not much to choose between the eleven. Appended is the full score:—

SINGLE.

G. T. Wallace, c. Jackson, b. Wright	0
C. P. Lanning, run-out	10
W. H. Moule, b. Jackson	22
W. J. Tyack, b. Wright	2
E. R. Morris, b. Jackson	3
F. H. Sawyer, (b-w), b. Jackson	4
H. E. Campbell, c. V. H. Lanning, b. Carruthers	31
H. J. Stabb, b. Jackson	11
A. E. Stewart, not-out	13
W. W. G. Ross, b. Jackson	0
E. Ormiston, b. Carruthers	1
Byes 4, 1-b. 2	6

MARRIED.

A. P. Wood, c. Stewart, b. Lanning	9
J. Walsh, b. Stewart	9
W. H. Jackson, (b-w), b. Lanning	2
A. S. Bremner, b. Lanning	7
G. A. H. Carruthers, b. Moule	26
P. B. Pattison, b. Stewart	3
F. F. Lavers, b. Stewart	12
S. E. Smalley, not-out	11
E. A. Probst, not-out	2
C. H. Watson	2
R. J. L. Wright } did not bat.	11
Byes 9; 1-b. 2	83

BOWLING ANALYSIS.

	Over.	Mds.	Runs.	Wkts.
Wright	13	3	36	2
Jackson	19	7	37	5
Carruthers	7	0	22	2

MARRIED.

	Over.	Mds.	Runs.	Wkts.
Stewart	14	1	29	3
Lanning	12	2	21	3
Moule	6	2	11	1
Tyack	2	0	11	0

ST. HELENA.

AN INTERESTING REPORT.

The report of the Governor of St. Helena for the past year shows considerable improvement in the condition of the island, owing to the increase of the garrison and extensive works now being carried out by the colonial and Imperial Governments, so that the people are fully employed on good wages. The revenue last year was £9,152 and the expenditure £12,340; but part of the latter was extraordinary and not likely to occur again, and the Governor anticipates a substantial surplus during the current year, as there was one in 1897. There is no public debt, but a Parliamentary grant in 1871-72 of over £5,000, made without interest, is now being paid off by annual instalments. The imports last year amounted to £62,985, or nearly double those of the previous year, owing to the increase of the garrison and the extensive fortifications and barracks now in progress. The imports, which were mostly food stuffs and building material, while the exports, which consist chiefly of potatoes, amounted only to £4,391. Two English ladies have introduced lace-making amongst the girls of the island with great success, and the Governor is experimenting on buck and tile making for sale which is found on the island. The fisheries are not properly worked, owing to want of capital and of energy, although with systematic fishing and curing a profitable industry might be maintained. Local farmers have not been able during the year to keep pace with the demands of the garrison for cattle, and accordingly the military authorities had to import the latter from England, South Africa being ravaged by rinderpest. For the last two years the whalers have quite deserted St. Helena where they used to spend much money; it is probable that the sperm whale fishery is not so profitable as it was, and the ships employed in it have gone further north in search of the right or whalebone whale. The total population at the end of last year was 4,543; the south-east trade wind blew steadily for 332 days in the year, and there were only nine days of calm. The Governor hopes that winter visitors from England may be tempted by the salubrity of the climate to try St. Helena, which is superior in some respects to Madeira and the Canary Islands. He says the people are becoming more favourably with the English agricultural population, with few exceptions all can read and write, and the language is spoken with greater purity than in many districts at home. As a rule, the people are happy and contented, with little crime amongst them and much kindness in helping each other. Strangers are greatly impressed with the general civility shown to them by old and young.

PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer *Armand*, from Marseilles, Sept. 24.—To Yokohama: Mrs. Greben To Kobe; Mr. and Mrs. Weil To Shanghai; Mr. R. C. H. Watson, Dr. Matignon, Mrs. d'Anthouard, Mr. and Mrs. Sennet, Mr. Foster To Haiphong; Mrs. Potrin du Motel and 2 children, Mr. and Mrs. Devaux, Mr. A. Dreyfus, Mr. Gobert. To Saigon: Mr. Ferber, Mrs. Jacque, Mr. Delosse, Mr. and Mrs. de Montfort. To Batavia: Mrs. Romeny, Mr. G. P. Hill, Mr. van Peltre, Mr. H. Watson, Mr. P. Hill, Mr. P. Wittenrood, Mr. Wurfbaum, Mr. Weychardt, Mr. Porber, Mr. K. Stenckens. To Singapore: Mr. J. van Vollenhoven, Mr. J. Obreen, Mrs. Rominy, Mr. Gasille, Mr. Timmermans, Mr. Gasille, Mr. Wagenaar.

Per Messageries Maritimes steamer *Yarra*, from Marseilles, Oct. 1.—To Yokohama: Mr. and Mrs. Deladoucepe. To Hongkong: Mrs. de Camilli.

Per Messageries Maritimes steamer *Armand*, connecting with the steamer *Yarra* at Colombo, from Marseilles, Oct. 8.—To Yokohama: Mr. and Mrs. A. Seymour. To Hongkong: Mr. G. Andrews. To Saigon: Mr. Gallois. To Batavia: Mr. J. M. Fleury. To Singapore: Mr. and Mrs. Remmer.

Per Messageries Maritimes steamer *Austral*, connecting with the steamer *Armand* at Colombo, from Marseilles, Oct. 15.—To Yokohama: Mr. and Mrs. Evans and 2 children, Mr. Thomas, Dr. and Mrs. Gray and child, Miss McNeill, Miss J. M. K. Nordlund, Mrs. Cousins and 4 children, Mrs. M. Hutchinson, Miss Bartlett, Miss Shilstone, Rev. Biggin, Mr. W. T. Stearn, Lieut. F. G. Butler, and Lieut. W. C. Shewell, and Lieut. W. B. C. Barnes, Mr. C. Z. Ede.

Per P. and O. steamer *Britannia*, connecting with the steamer *Bengal*, at Colombo, from London, September 21st.—To Straits, China, Japan and Japan: Miss J. A. Morton, Mr. and Mrs. Macdonald, Mr. H. F. Veld, Mrs. Henry Morris, 2 daughters and son, Mr. A. E. Greig, Mr. W. P. Freedy, Mr. Williams, Mr. T. K. W. Morris, Mr. Charles Rowe. From Marseilles, September 28th: Mr. and Mrs. A. M. Chalmers.

Per P. and O. steamer *India*, from London, October 6th.—To Straits, China and Japan: Miss Carpenter, Mr. T. Grant, Mr. and Mrs. Mitchell, Mrs. Law and 2 children, Miss Fleming, Miss Barr, Miss Paulin, Mr. and Mrs. Purdy and child, Miss Jackson, Miss Townsend, Miss F. Williams, Miss Blundell, Miss Fairburn, Mr. H. A. Pattman, Mr. and Mrs. Hannay and child, Mr. and Mrs. F. S. B. Graffius, Miss Lloyd, Mr. C. Bramall, Mr. R. Thornton, Mr. P. C. Thornton. From Marseilles, Oct. 13: Mr. Paul King, from Colombo: Miss L. E. Harris, Miss H. Simmonds.

Per P. and O. steamer *Oriental*, from London, Oct. 19.—To Straits, China and Japan: Mrs. N. Morgan, Mr. and Mrs. Heller, Rev. and Mrs. Alf. Rev. G. Irving, Miss Butterworth, Mr. and Mrs. Ballard. From Marseilles, Oct. 26: Mr. Mackenzie, Rev. and Mrs. G. J. Williams, Mr. and Mrs. O. G. Ready, Mr. Carl Otto Max Dillr.

THE PROSPERITY OF TRADE IN ENGLAND.

A remarkable evidence of the prosperous condition of trade generally, and of cotton and iron in particular, remarks a London contemporary, is furnished from Oldham, where the annual holidays commence on August 25th. The working-men's clubs in public-houses, hotels, schools, and political and social clubs carried on during the year, paid out up to August 24th no less than £150,000. Ten years ago it was £40,000, five years ago £75,000. There are about 300 such savings clubs, and the saving from time to time are invested in breweries.

Intimations.

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 22nd September, 1898. [45]

S. I. ENTING, SURGEON DENTIST.

No. 10, D'ARVILLE STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [43]

DENTISTRY.

SUI SANG.

(Lately Practising with Dr. I. SAKATA).

DENTIST.

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [18]

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE. THE Company's Steamship

"POSEIDON," Captain A. Leva, will leave for the above places TO-MORROW, the 14th instant, P.M. For Freight or Passage, apply to SANDER, WIELER & Co., Agents. Hongkong, 7th October, 1899. [1282a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"MAIDZURU MARU," Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 15th instant, at Daylight. For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents. Hongkong, 9th October, 1899. [1213a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"HAIMUN," Captain Davis, will be despatched for the above Port, on SUNDAY, the 15th instant, at Daylight. For Freight or Passage, apply to DOUGLAS LARSEN & Co., General Managers. Hongkong, 12th October, 1899. [1296]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"CALCHAS," Captain Gregory, will be despatched as above on TUESDAY, the 17th October. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd September, 1899. [1216a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE AND YOKOHAMA. THE Company's Steamship

"CHANGSHA," Captain Moore, will be despatched as above on FRIDAY, the 20th instant, at 4 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 6th October, 1899. [1277a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN," Captain Ellis, will be despatched as above on FRIDAY, the 20th instant, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric-light. A Stewardess and a duly qualified Surgeon are carried. N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 4th October, 1899. [1265a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Steamship

"EASTERN," Captain Ellis, will be despatched as above on SATURDAY, the 21st instant, at 4 P.M. This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric-light. A Stewardess and a duly qualified Surgeon are carried. For Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 11th October, 1899. [1292a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"OANFA," J. A. Davies, Commander, will be despatched as above on MONDAY, the 30th instant. For Freight, &c., apply to HOLLIDAY, WISE & CO., Agents. Hongkong, 11th October, 1899. [1258a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"ORESTES," Captain Palford, will be despatched on TUESDAY, the 31st October. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 25th September, 1899. [1221a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"HECTOR," Captain Barr, will be despatched as above on TUESDAY, the 14th November. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 9th October, 1899. [1218a]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo:— From Madras, ex S.S. *Lunduna*. Optional goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY. Goods not cleared by the 13th instant, at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised. H. A. RITCHIE, Superintendent. Hongkong, 9th October, 1899. [15]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship "NIPPON MARU," are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading. Goods remaining unclaimed after the 18th instant will be subject to rent. No Fire Insurance has been effected. J. S. VAN BUREN, Agent. Hongkong, 11th October, 1899. [1310]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

FROM KOBE.

"MARIA VALERIE," having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 17th instant, or they will not be recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th instant, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents. Hongkong, 11th October, 1899. [1267a]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SANUKI MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed. Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY. Goods not cleared by the 13th instant, will be subject to rent. All ship-damaged packages must be left in the Godowns where they will be examined on WEDNESDAY, the 18th instant, and SATURDAY, the 21st instant, both days at 10 A.M., upon notice of such damage being sent in beforehand to this office. All claims must reach the undersigned before the 1st instant, or they will not be recognised. No Fire Insurance has been effected. NIPPON YUSEN KAISHA, Hongkong, 12th October, 1899. [1298a]

To be Let.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).

PROPERTY lately occupied by the Bowington Saw Mills.

GROUND FLOOR, 52, PERL STREET.

OFFICES:—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)

"HARFORD" MAGAZINE GAP. No. 4, RIFON TERRACE.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 28th August, 1899. [12]

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

Apply to c/o of this Office. Hongkong, 17th May, 1899. [664a]

OFFICES TO LET.

No. 34, ICE HOUSE STREET. Immediate Possession.

Apply to W. DANBY, Civil Engineer & Architect. Hongkong, 7th October, 1899. [1281a]

TO LET.

OFFICE ROOMS on 1st floor of No. 4, PERIAL BANK OF CHINA, (lately the 1st PERIAL BANK OF CHINA).

Apply to Comptroller Office, E. C. HOCHAPPEL, Hongkong, 23rd March, 1899. [1298a]

LET 'EM ALL COME TO YEE CHUN'S STUDIO

at No. 10, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices. Hongkong, 2nd May, 1899. [1296a]

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

Intimations.

THE NEW FRENCH REMEDY.
THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

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JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA,
and
36, DIVISION STREET, KORE.
Hongkong, 15th March, 1898.

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENSIN,

NEWCHANG and all Ports in JAPAN.

Agents—

Milki Coal Mines.

Kanada Coal Mines.

Hokoku Coal Mines.

Yoshitani Coal Mines.

Chinoda Coal Mines.

No. 1, Ohnami Coal Mines.

Ichimura Coal Mines.

Kishina Coal Mines.

Yoshio Coal Mines.

Yamano Coal Mines.

Manoura Coal Mines.

The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Kanegafuchi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Mike Cotton Spinning Mills.

Imperial Government Paper Mills.

Onoda Cement Company.

MITSUI BUSSAN KAISHA,

K. HASEGAWA,

Manager.

Hongkong, 19th August, 1899.

Relieves the scalding pain at once and cures all discharges from the genito-urinary organs in either sex in 48 HOURS.

Sanitary-Midly is a specific for Gonorrhea, Cystitis, and all the ills of the Bazar, it is superior to Cataplasms, Cubes, or Injections, and causes no inconvenience.

Beware of imitations. Each tin Capsule bears the name (P.D.T.)

8, RUE VIVIANNE, PARIS.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours—

CHALLENGER, Amer. ship, Gould—Arnhold, Karberg & Co.

REUCE, American ship, D. Whitmore—Standard Oil Co.

EXCHANGE.

Hongkong, 13th October.

ON LONDON, Telegraphic Transfer1/10

Bank Bill, on demand 1/10 15/16

Credit, 4 months' sight1/11

Dinents, 4 months' sight1/11

ON BERLIN, (demand)M. 1/95

ON PARIS, Bank Bill, on demand2/41

Credit, 4 months' sight2/47

ON NEW YORK, Bank Bill, on demand4/6

Credit, 30 days' sight4/7

ON BOMBAY, Telegraphic Transfer1/2

ON SHANGHAI, Telegraphic Transfer1/2

Private, 30 days' sight7/3

ON YOKOHAMA, T.T.61 per cent. prem.

Sovereigns, Bank's Buying Rate51.44

Gold, 1.25 to 1.26 touch, par tael54.30

Bar Silver,208

Dollars31 per cent. prem.

The Share Market.

LATEST QUOTATIONS.

(October 13th.)

Banks.

Hongkong and Shanghai Banking Corporation

—338 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference)

nominal.

The Bank of China & Japan, Ltd.—(Ordinary)

nominal.

The Bank of China & Japan, Ltd.—(Deferred)

15.5 buyers.

National Bank of China, Ltd.—\$261.

Do. Do. —\$261.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$260.

China Traders' Insurance Co., Limited—\$648.

North China Insurance Co., Ltd.—\$715.

Yantai Insurance Assoc. Ltd.—\$124.

China Insurance Office, Ltd.—\$1474.

Straits Insurance Co., Ltd.—\$5.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$330.

China Fire Ins. Co., Ltd.—\$388.

Shipping.

Hongkong, Canton, & Macao Steamboat Co.,

Limited—\$30.

Indo-China Steam Navigation Company, Ltd.

—\$79.

China and Manila S.S. Co., Ltd.—\$50.

Douglas Steamship Co., Ltd.—\$48.

China Mutual S. N. Co., Ltd.—(Preference)—

49.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—

45 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—

43 buyers.

Star Ferry Co., Ltd.—\$194.

Refineries.

China Sugar Refining Co., Ltd.—\$138.

Luzon Sugar Refining Co., Ltd.—\$54.

Mining.

Punjab Mining Co., Ltd.—\$104.

Do. Preference Shares—\$2.

Société Française des Charbonnages du Ton-

kin—\$245.

Queen Mines, Limited—\$0.45.

Jebeub Mining and Trading Co., Ltd.—\$14.35.

Raub A'lian Gold Mining Co., Ltd.—\$644.

Oliver's Freehold Mines, Ltd.—(A) \$11.50.

Oliver's Freehold Mines, Ltd.—(B) \$6.75.

Great Eastern and Caledonian Gold Mining

Co., Ltd.—\$2.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$20.

Hongkong and Kowloon Wharf and Godown

Company, Limited—\$93.

Wanchai Warehouse and Storage Co., Ltd.—\$45

buyers.

New Amoy Dock Co., Ltd.—\$18.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.

—\$50 buyers.

Hongkong Land Investment and Agency Co.,

Ltd.—\$1074.

Kowloon Land and Building Co., Ltd.—\$28.

West Point Building Co., Ltd.—\$30.

Hongkong Hotel Co., Ltd.—\$125.

Humphrey's Estate and Finance Co., Ltd.—

\$10.

Miscellaneous.

Green Island Cement Co., Ltd.—\$284.

China-Borneo Co., Limited—101 buyers.

A. S. Watson & Co., Limited—\$16.75.

Hongkong Electric Co., Limited—\$13.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$189.

Geo. Fenwick & Co., Ltd.—\$24.

Hongkong Ice Co., Ltd.—\$128.

Hongkong High-Level Tramways Co., Ltd.—

\$1474.

Dairy Farm Co., Limited—\$6.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$15 buyers.

Bell's Asbestos Eastern Agency, Limited—\$1

nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$3.

Hongkong Cotton Spinning, Weaving and

Dyeing Co., Ltd.—\$60.

Ewo Cotton Spinning & W. Co., Ltd.—\$15.68.

International Cotton-Mfg. Co., Ltd.—\$15.75.

Lau-ung-mow Cotton Spinning & Weaving

Co., Ltd.—\$15.774.

Soy Chee Cotton Spinning Co., Ltd.—\$15.350.

Yahloong Cotton Spinning Co., Ltd.—\$15.55.

Tebrau Planting Co., Ltd.—\$4 per share.

Tebrau Planting Co., Ltd.—\$5.

BENJAMIN, KELLY & POTTS (Share Brokers.)

Telegraph Address—"Rialto."

OPIMUM QUOTATIONS.

Hongkong, 13th October.

New Patna917 1/2 per chest.

New Benares895

New Malwa860 per picul.

Old Malwa875

Persian, paper tied670/780

VISITORS AT THE HONGKONG

HOTEL.

Mr. A. Adelsdorfer

Mr. J. H. Aitken

Mr. J. H. Angus

Mr. C. Auch

Mr. W. S. Bailey

Mr. B. J. Barlow

Mr. H. A. S. Barrett

Miss Bissell

Mr. W. M. Black

Mr. F. Bonnet

Mr. and Mrs. A. H.

Bottemheim

Mr. G. Brusse

Mr. G. Buchanan

Mr. J. B. Burdett

Mr. A. B. Carter

Mr. J. C. Perry

Dr. and Mrs. F. Clark

Mr. W. Coates

Mr. A. H. Crocker

Mr. P. C. Denroche

Mr. A. Doctor

Mr. D. Earnshaw

Mr. and Mrs. F. H.

Eldridge

Mr. W. F. Fucker

Mr. A. Gando

Mr. & Mrs. K. Gibson

M. R. J. Gill

Capt. Goddard

Major and Mrs. Griffin

Mr. and Mrs. Groves

Mr. R. J. Hall

Mr. H. H. Haas

Mr. E. C. Hate

Mr. & Mrs. Haywood

Major and Mrs. Higgs

Mrs. Hillman

Mr. T. Howard

Mr. Wm. K. Hughes

Mr. A. Jackson

Major and Mrs. Jeffreys

Mr. and Mrs. Joseph

Mr. E. A. Katsch

Mr. Kinghorn

Mr. J. Kirkwood

Mr. A. Konoye

Miss M. Lay

Mr. & Mrs. Lee

Mr. E. A. Leggart

Miss Luckner

Mr. F. Marsland

Messrs. S. and M.

Marine

Mr. J. Mayston

Mr. C. McClure

Mr. T. S. Meser

Mr. and Mrs. Moir

Mr. N. Moller

Mr. K. Nakabayashi

Mr. G. Nishinohara

Mr. Newton, F.W.

Mr. A. C. Van Nierop

Mr. S. Ohara

Mr. J. O'Neill

Mr. A. Otto

Miss Grace L. Pale-

thorpe

Mr. P. Pando

Mr. W. Parfitt

Mr. C. Perry

Mr. P. Prentice

Mr. Reeves

Mr. A. Reid

Mrs. H. Renjes, child

and nurse

Mr. and Mrs. C. E.

Richardson